



UMODPC



Convoy Operations

612-401-03



Convoy Operations



Key References,
Organizations
and
Documentation



References - Convoy



- FORSCON/ARNG Regulations 55-1: Unit Movement Planning, Chapter 7
 - Defines convoys
 - Outlines responsibilities of planners
 - Addresses convoy issues





References - Convoy (Cont)



- FM 55-30: Army Motor Transport Units and Operations, Chapter 5
 - Devoted to convoy control and planning
 - Discusses entire convoy process





References - Convoy (Cont)



- FM 55-65: Strategic Deployment, Chapter 5
 - Convoy Organization
 - The different elements in a convoy
 - Furnishes instructions for time and distance factors

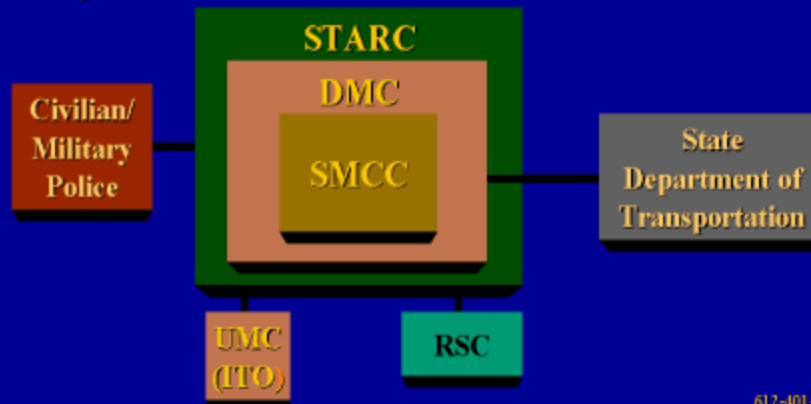




Key Organizations / Staff



- Agencies involved directly or indirectly with convoy movement





Key Organizations/Staff -- Unit Movement Coordinator (UMC)



- Unit Movement Coordinator (UMC)
 - Assists in coordinating requests for convoy clearances & special hauling permits
 - Coordination includes contacts with DMCs & SMCCs

UMC
(ITO)



Key Organizations/Staff -- State Area Command (STARC)



- State Area Command (STARC)
 - Army National Guard (ARNG) organization in each State
 - Controls mobilized ARNG units from HS to Mobilization Station (MS)
 - Includes Defense Movement Coordinator (DMC)

STARC



Key Organizations/Staff -- Defense Movement Coordinator (DMC)



- Defense Movement Coordinator (DMC)
 - Convoy approval authority for all DOD highway movements, Active & Reserve
 - Operates State Movement Control Center (SMCC) to manage convoys
 - Maintains MOBCON - automated system to centrally control convoy movements





Key Organizations/Staff -- State Movement Control Center (SMCC)



- SMCC
 - Processes and coordinates convoy requests
 - Interface between military (DOD) & civilian (DOT) agencies that control the use of highways, tunnels & bridges





Key Organizations/Staff -- State Dept of Transportation



- State Department of Transportation (SDOT)
 - Sets limitations & restrictions on length, width, height & weight of vehicles & loads on interstate highways, bridges & tunnels within its state
 - FM 55-30, Appendix E



State Department
of Transportation



Key Organizations/Staff – Civilian / Military Police



- Civilian police/military police
 - Military &/or civilian police support required along convoy route must be coordinated through installation provost marshal or SMCC
 - UMOs obtain the assistance of civilian police as required for convoy movement through critical areas
 - Police support for more distant areas may be arranged through DMC/SMCC

Civilian/
Military
Police



Key Organizations/Staff -- Military Traffic Management Command (MTMC)

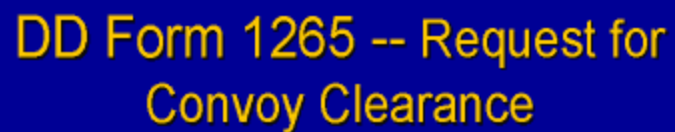


- Military Traffic Management Command (MTMC)
 - Coordinates highway policy & related matters between military & civilian authorities
 - Maintains national directory of state personnel that may be contacted for special highway permits & a list of DOD personnel authorized to request permits
 - Takes action to resolve denial of permits





Introduction to Convoy Documentation

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DD Form 1265 (Cont)



- UMO must complete DD Form 1265 to obtain a convoy clearance number
 - **RC**: Convoy requests must arrive at STARC (DMC) NLT 45 days before proposed convoy
 - **AC**: Convoy requests must be submitted via UMC/ITO to arrive at STARC (DMC) NLT 10 days before the proposed convoy, or per local policy



DD Form 1266 -- Request for Special Hauling Permit



1. REQUEST FOR SPECIAL HAULING PERMIT		2. SERVICE NUMBER		3. SERVICE NUMBER	
4. REQUESTOR'S NAME		5. ADDRESS		6. ADDRESS	
7. DATE OF PERMIT		8. DATE OF PERMIT		9. DATE OF PERMIT	
10. TYPE OF PERMIT		11. TYPE OF PERMIT		12. TYPE OF PERMIT	
13. TYPE OF PERMIT		14. TYPE OF PERMIT		15. TYPE OF PERMIT	
16. TYPE OF PERMIT		17. TYPE OF PERMIT		18. TYPE OF PERMIT	
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DD Form 1266 (Cont)



- DD Form 1266: Used to obtain special hauling permits for movement of oversize/overweight vehicles over public highways as part of a convoy or when traveling separately



FM 55-30, Appendix E



SUMMARY OF U.S. SIZE & WEIGHT LIMITS

© American Trucking Associations, Inc. January XXXX

STATE	HEIGHT	WIDTH	LENGTH (FT-IN)						
			Tractor-Semitrailer Combinations				Twin Combinations		
			Truck (Single Unit)	Semitrailer Length on Interstate & National Network*	Semitrailer Length Off National Network*	Overall Combination Length on Other Roads	Semitrailer or Trailer on Interstate & National Network	Twin Combination Length on Other Roads	Straight Truck + Trailer
Alabama	13-6	102 ³	40-0	57 ³	53-0 ⁷	NR	28-6	28-6 ⁴	53-6
Alaska	14-0	102	40-0	48	45	70	95 ¹⁰	75	75
Arizona	14-0 ¹	102 ³	40-0	57-6	53H/R ¹⁶	65 ¹³	28-6	NR	NR ²⁰

- Each state has specific regulations governing the use of its highways

North Carolina	13-6	102 ³	40-0 ¹⁴	53 ¹	NR ⁷	60 ¹¹	28	NP	60
North Dakota	14-0	102	40-0	50	53	75H/R ¹⁸	53 ⁴	75H/R ¹⁸	75 ¹⁹
Ohio	13-6	102	40-0	53	53	NR	28-6	NR	65



DD Form 626 Motor Vehicle Inspection (Transporting Hazardous Materials)



- Vehicles must be inspected, deficiencies corrected & DD Form 626 completed before hazardous material is loaded

DD FORM 626, 1 FEB 79 (REV 10-80) MOTOR VEHICLE INSPECTION (TRANSPORTING HAZARDOUS MATERIALS)

1. DATE OF INSPECTION: _____ 2. TIME OF INSPECTION: _____

3. NAME OF INSPECTOR: _____ 4. NAME OF DRIVER: _____

5. VEHICLE IDENTIFICATION: _____ 6. HAZARDOUS MATERIAL: _____

7. TYPE OF INSPECTION: _____ 8. TYPE OF VEHICLE: _____

9. INSPECTION RESULTS: _____ 10. DEFICIENCIES: _____

11. CORRECTIONS: _____ 12. SIGNATURE OF INSPECTOR: _____

13. SIGNATURE OF DRIVER: _____

14. DATE OF CORRECTION: _____

15. COMMENTS: _____



Dangerous Goods Shipping Paper/Declaration and Emergency Response Information for Hazardous Materials Transported by Government Vehicles/Containers or Vessel

[illegible][illegible]

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Front



DA Form 5748-R

Shipment Unit Pack List and Load

Diagram

SHIPMENT UNIT PACK LIST AND LOAD		UNIT	
1. SHIPMENT		2. UNIT	
3. SHIPMENT		4. SHIPMENT	
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Vehicle Information					
PLATE	YEAR	MAKE	MODEL	TYPE	CLASS
12345678	2010	FORD	F150	PICKUP	TRUCK
Registration Information					
REGISTRATION	SALES TAX	SALES TAX	SALES TAX	SALES TAX	SALES TAX
12345678	12345678	12345678	12345678	12345678	12345678
Other Information					
REGISTRATION	SALES TAX	SALES TAX	SALES TAX	SALES TAX	SALES TAX
12345678	12345678	12345678	12345678	12345678	12345678

[illegible]



Organize the Convoy



Convoy Planning



- Convoy planning of a unit's personnel, supplies, and equipment rests with you



- There are many considerations that impact convoy planning and preparation



"Convoy" Defined



- A convoy is:
 - Any group of six (6) or more vehicles under the control of a single commander
 - When 10 or more vehicles per hour move to the same destination over the same route



Convoy Organizational Elements



- Three (3) elements:
 - ① March column / convoy commander
 - ② Serial / serial commander
 - ③ March unit / march unit commander



Convoy Organizational Elements (Cont)



← March Column →



Convoy Organizational Elements (Cont)



Serial



Serial

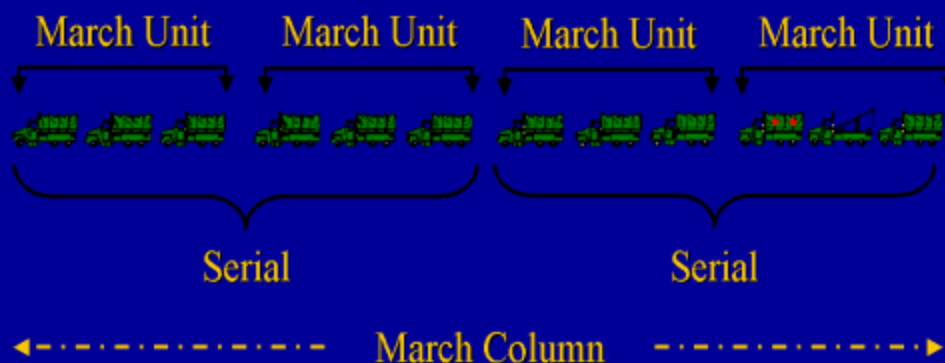


Convoy Organizational Elements (Cont)





Convoy Organizational Elements (Cont)





Three Functional Elements of a Convoy



- Three functional elements:





Three Functional Elements of a Convoy (Cont)



- Head: First vehicle in convoy
 - Marked with blue flag
 - Carries “pacesetter”
 - + Subordinate commander responsible for setting the pace to maintain prescribed schedules & rates of march
 - + Keeping convoy on proper route





Three Functional Elements of a Convoy (Cont)



- Main Body:
 - Largest part of convoy



- Follows pacesetter
- Typically divided into serials & march units for easier control & management



Three Functional Elements of a Convoy (Cont)



- Trail: Last element of convoy
 - Maintenance, refueling & medical support assets
 - Trail officer is normally responsible for handling march discipline, breakdowns, straggling vehicles & accident scene control
 - Last vehicle in trail element should be marked with a green flag





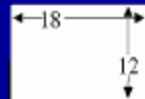
Convoy Identifiers



- Commander's flag



- Flags must be displayed on left side of vehicles front or rear



- Size of
convoy flags



Convoy
Follows

Lead
blue
flag

Rear
green
flag



Convoy
Ahead



Convoy Clearance Numbers (CCNs)



- Every convoy must be identified by a CCN

- CCN assigned by DMC of state convoy originates in
- Identifies convoy during entire movement

VA 00081 C

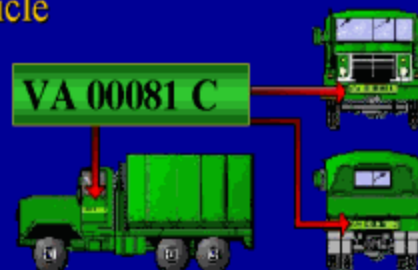




CCNs (Cont)



- CCN must be displayed as follows:
 - Both sides of each vehicle
 - Front & back of each vehicle (if possible)
 - Top of the hood of the lead & last vehicles of each march unit





CCNs (Cont)



- The CCN is an 8-digit, 3-part figure consisting of:

① A 2-letter abbreviation of the issuing state

② A 5-digit control number

③ A 1-digit type of movement designator

VA 00081 C



CCN Movement Designators



- Movement designators:
 - C = Regular convoy
 - S = Oversize/Overweight
 - E = Explosives
 - H = Other hazardous materials



CCNs (Cont)



- Example:
 - The 81st convoy originating in Virginia in 2000 & carrying general cargo will be assigned convoy number:

VA 00081 C



Local Area Convoy Numbers



- For AC units, the ITO/UMC may provide with prior coordination with the STARC (DMC), a CCN comprised of 10 digits & 4 sections:

① A 2-letter post identifier

FE 0059 039 C

② A 4-digit Julian date

③ A 3-digit sequence number

④ A single digit type movement designator



Local Area Convoy Numbers (Cont)



- Example:
 - The 39th local convoy originating at Ft Eustis in Virginia on 28 February 2000 will be assigned convoy number:

FE 0059 039 C



Convoy Route Planning



Route Reconnaissance



- Not limited to tactical operations
- Must be done prior to any convoy operation
- Type dependent on time and resources available
- Three types:
 - Map reconnaissance
 - Ground reconnaissance
 - Air reconnaissance





Map Reconnaissance

- Should always be conducted prior to a highway movement
- Much Information can be obtained from maps including:
 - Road surface type
 - Type of terrain
 - Obstacles
 - Critical points
 - Distances
 - Check points





Ground Reconnaissance

- Should be conducted as soon as map reconnaissance is complete
- Most effective type of reconnaissance
- Provides “real” information





Aerial Reconnaissance

- Utilized when ground reconnaissance is not possible or for a last minute look at the route

- Provides excellent overview of surface route

- Limited route data



Start Point (SP)



- Convoy commander assumes active control of column at the start point (SP)
- Convoy passes start point at established rate of march and vehicle interval.
- Start point should be a point on the route that is easily recognizable on both map & ground



Release Point (RP)



- A common point from which vehicles in a column with different destinations can be released to continue their assignments
- Unit guides meet their units at the release point & lead them to their designated area
- The release point should be easily recognizable on both map & ground



Halts



- Halt locations should be selected in advance
- Used for rest, refueling, mess and maintenance
- Rest halts scheduled for 15 minutes end of the first hour & 10 minutes every two hours thereafter
- Key points for rest halts:
 - Meal halts are one hour
 - Check on loads during rest halts
 - Refuel at meal halts if necessary



Critical Points



- Critical points that may slow convoy progress should be considered by the convoy commander. They include:
 - Toll roads
 - Bridges
 - Overpasses / Underpasses
 - Constrictions
 - Sharp turns





Route Considerations



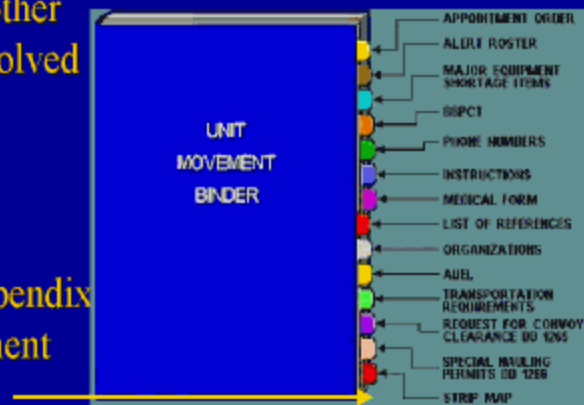
- An alternate route should be identified
- Location of medical facilities & telephones should be noted
- Speed limits should be recorded



Strip Maps



- Strip maps are issued to each driver & other key personnel involved with the convoy
- Strip maps can be included as an appendix to the unit movement plan





Strip Map Preparation

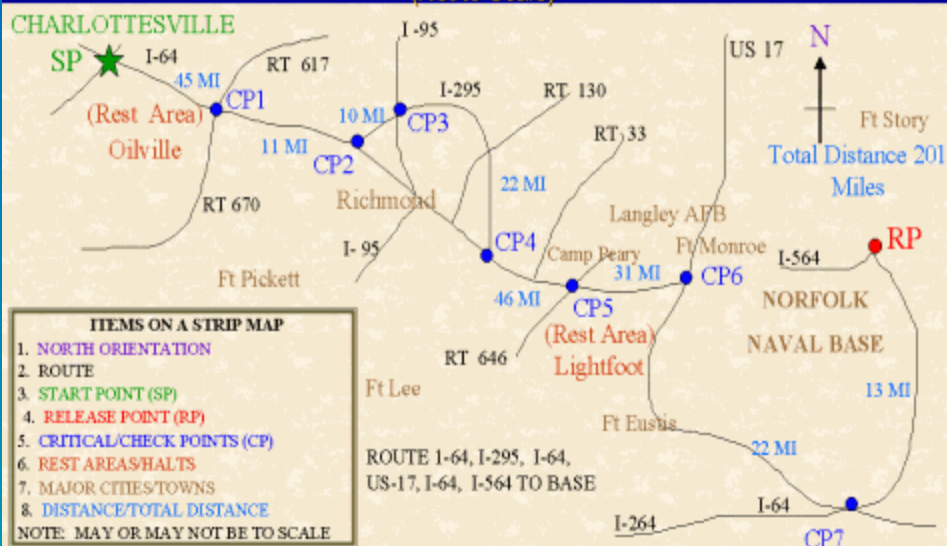


- A strip map is a graphic representation of the route the convoy will travel
- The strip map need not be drawn to scale, but should include the following elements:
 - Start point
 - Major cities & towns
 - Release point
 - Critical points & check points
 - Rest areas
 - Distance between checkpoints
 - Routes
 - North orientation



Graphic Strip Map

(Not to Scale)





Logistical Support



- Command responsibility
- Logistical requirements should be arranged prior to convoy movement, and could include:
 - Maintenance
 - Billeting - Escorts
 - Refueling - Medical
 - Communication





Safety



- Safety concerns:
 - Drivers and leaders obey signals and orders
 - Proper safety awareness and enforcement
 - Vehicles maintain pace
 - Proper interval maintained



Convoy Activities



Unit Motor Pool



- Unit should complete as many preparations as possible at motor pool area
 - Check Radios and frequencies
 - Check vehicle maintenance
 - Check secondary loads
 - Check protective covers & lashing



Installation Staging Area (ISA)

- Many installations provide large area for convoy staging
- Stage vehicles in convoy order
- Use to perform final preparations



SA Pre-movement Coordination



- UMC or Deployment Support Brigade personnel inspect following:
 - Loads for stowage, bracing, covers & lashing
 - Fuel levels
 - Maintenance, tires, fluids & leaks
 - HAZMAT stowage & documentation
 - Documentation & vehicle marking



Driver Preparation



- Driver preparation includes:
 - Proper rest
 - Licenses and endorsements for vehicle and HAZMAT
 - Aware of convoy route and rules of road
 - Understanding of interval & “4 second Rule”



Convoy Commanders Briefing



- Convoy Commander's briefing
 - Any final changes to convoy
 - Review strip map (issue if necessary)
 - Review any potential problems areas